

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:12 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 146 Const Calendar Day: 42 Date: 16-Jul-2012 Monday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** **Condition**Working Day ☒ If no, explain:**Diary:**

Dispute

Suspender Ropes ActivitiesInspector: Victor Altamirano (8 hours reg. and 2 OT hours)
Date: 071612**Field Operations:**

(1) Suspender Installation - Workers prepping to install suspenders at PP 46N. (8am) - Catwalk holes were provided and a winch line was retracted through the catwalk and over the blue battery frame. (8:25am) - The leading end of the suspender socket made it up to the the battery frame and a sling attached to the suspender and suspended from the Favco crane pulled suspender up to the suspender socket. By 8:45am, the leading socket cleared the catwalk going down. Workers hooked a come-along to suspender to provide enough clearance to clear catwalk going down. About 9:20, the torpedo clamp for zinc button made it up and over cable band. Workers then attached blue claps to suspender before workers move supender from the battery frame and place it to the cable band saddle. Iron workers completed centering downhill suspender by 10:30am and I verified that the suspender was centered and that vertical lines were facing east.

(2) Cable Band Bolt Tensioning - After workers finished installing and centering downhill suspender at PP 46N, I went to the east end to help Laraine record measurements and look at the pressure during the cable band bolt tensioning at PP 104S. Given there were no access to take measurements right after tensioning 2, the foreman provided a manlift to have Laraine take cable band measurements. The iron workers re-tensioned (tension 3) the cable band bolts except for the bottom uphill corner bolt given that the swing-out arm interfered with the tensioning jacks. I called up the CT leads to get confirmation that ABF could tension all except for 1 cable band bolt at PP 104 (N&S) & PP 106 (N&S) given the interference. CT leads informed me that this might be a temporary condition and that the bolt may get tensioned after access is available. Issue outstanding until swing-out frame is removed and workers can tension the bolt at the four (4) panel points outlined above. During the tensioning, the foreman tensioned the cable band bolts to about 19.343ksi. They tensioned the bottom row of bolts except for the bottom uphill corner bolt up to the required maximum pressure. Then the iron workers tensioned all 5 of the 6 cable band bolts to the maximum required pressure three (3) times. The iron workers proceeded to PP 104S after they were done tensioning and repeated the same procedure in tensioning the cable band bolts. Sami D. oversaw the pressure gauge from PP 106S to PP 110S with Laraine given that I have to oversee the next suspender installation at PP 46N.

(3) Suspender Installation - Workers were able to erect the uphill suspender at PP 46N by about noon and by 1:05pm, the torpedo clamp made it up and over the cable band. Workers then installed the blue brackets prior to placing suspender on the cable band saddle. By 2:30pm, the suspender was installed



ddrRptbyBidItem

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Inspector Name Altamirano, Victor

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Monday

and I verified that the supender was centered and vertical lines were facing west. No issues with the installation of the suspender at PP 46N. Workers went to do the barge to do additional work and I went to the office.

Office Work:

Reviewed my email correspondence.

Workers:

Tony Costa (F-IW)

Jonathon Biskner

Jacob Meche

Augie Solis

Hayes Steven Batiste

Workers hours: 10 hours total including 2 hours overtime. 7am - 5pm